



# GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION

## TECHNICAL COORDINATING COMMITTEE

**Minutes of November 19, 2003**

**10:00 a.m. Greensboro, NC**

**Plaza Level Conference Room**

**Melvin Municipal Office Building**

**(Greensboro City Hall)**

### ATTENDANCE

Tyler Meyer	GDOT/MPO	Patty Eason	NCDOT Division 7
Jeff Sovich	GDOT/MPO	Tom Martin	Greensboro Planning Department
Craig McKinney	GDOT/MPO	Libby Brown	GDOT Intern
Peggy Holland	GDOT/MPO	Cristina Seagle	GDOT Intern
Kimberly Hinton	NCDOT - SWP	Mark Kirstner	Guilford County Planning Dept.
Mike Mills	NCDOT Division 7	Allen Purser	GSO Chamber of Commerce
Libby James	GTA	Bill Ball	Tindale-Oliver & Assoc.
Scott Rhine	PART	Dan Boyle	Dan Boyle & Associates.
Anson Gock	NCDOT - PTD	Paul Muschick	<i>Greensboro News &amp; Record</i>
Paul Kron	Piedmont Triad COG		

Tyler Meyer called the meeting to order at 10:05 a.m.

### Action Items

#### **1. Approve Minutes of October 29, 2003**

Scott Rhine moved for approval of the minutes. Mike Mills seconded the motion. The Committee voted unanimously to approve the minutes as prepared.

#### **2. Approve Socio-Economic Forecasting Cost-Sharing Arrangements**

Jeff Sovich advised that for well over one year, MPO staff have been working with PART and other regional partners in developing a new travel demand model for the Piedmont Triad Region. This effort requires the preparation of forecasts of population, employment, and land use change. The consulting firm Parsons Brinckerhoff has been selected to perform this work, under the guidance of the regional

model team. The model team has reached an agreement by which the costs of the forecasting work are to be distributed among the regional partners. The team has agreed that PART will pay for one fifth of the total cost of the contract, while the remaining amount is to be distributed among the four regional MPOs (Burlington-Graham, Greensboro, High Point, and Winston-Salem) in direct proportion to their populations. However, because the socio-economic forecasting contract with Parsons Brinckerhoff was entered into by PART, rather than the individual MPOs, the MPOs must reimburse PART for their shares of the contract cost. The City of Greensboro is the Lead Planning Agency and the contracting body for the MPO. Accordingly, PART has invoiced the City of Greensboro for \$40,457.

Because the City of Greensboro is not a party to the contract, the City Legal Department has required that formal action be taken that indicates that the Transportation Advisory Committee agrees to the cost-sharing arrangement created by staff, with the regional model team. The resolution presented today will formalize the distribution of costs for socio-economic forecasting and will satisfy the concerns of the Legal Department, authorizing PART's invoice to be processed for payment. The recommended action is to approve the resolution as prepared.

Libby James moved to recommend approval of the amendment by the TAC, as presented; Mark Kirstner seconded the motion. The Committee voted unanimously to recommend that the TAC approve the cost-sharing arrangements for socio-economic forecasting for the regional travel model.

### **3. Amend 2004 – 2010 MTIP – Program Additional Section 5307 Allocation**

Jeff Sovich advised that in 2002, the Greensboro Transit Authority was designated as a Direct Apportionment transit operator, signifying that for the allocation of certain federal transit funding types, these funds are allocated directly to GTA, rather than first being passed through the NCDOT Public Transportation Division. An additional result of this designation is that GTA will receive an increase of \$1,232,515 in its annual allocation of Section 5307 funds. This additional amount of Section 5307 funds requires that the MTIP be amended to reflect the increase from an annual allocation of \$1,168,451 to \$2,400,966. In order to more appropriately distribute its total 5307 funding to better meet system-wide needs, GTA has chosen to reallocate all previously programmed 5307 funds for fiscal years 2004 and 2005. Accordingly, the MTIP amendment presented today changes funding assumptions, schedules and descriptions of several projects. The requested action is to recommend that the TAC approve the amendment as prepared.

Libby James moved to recommend approval of the amendment by the TAC, as presented; Kimberly Hinton seconded the motion. The Committee voted unanimously to recommend that the TAC amend the 2004 – 2010 MTIP.

## **Business / Potential Action Items**

### **1. Mobility Greensboro Update**

Bill Ball advised that the Mobility Greensboro long range public transportation planning project is proceeding very well. The project has progressed to the stage of identifying strategies for achieving GTA's long term goals and formally articulating those strategies in a draft plan document. At the last major public consensus workshop for the project, on September 11, 2003, over 40 people participated in small-group discussions on summarizations of the input received in previous meetings, and Tindale-Oliver's proposed list of actions to respond to that input.

Dan Boyle advised that an on-board survey of over 2,000 GTA riders was conducted in May of 2003. The survey collected information on riders' demographic characteristics, travel behavior, satisfaction, and desired improvements. Among riders surveyed, on a scale of 1 to 5, with five being the highest, the average satisfaction rating was 3.9, which indicates that GTA is doing well, but has room for improvement. The most common suggestion made by riders (chosen by 32% of those surveyed), for improving service was to increase the frequency of service on GTA's fixed routes. Other suggestions included expanding routes (chosen by 10%), acquiring better buses (9%), providing more evening service (6%), and providing more rider amenities on buses and at stops (5%).

The preliminary plan, which is currently being refined, has been developed through a visioning process that involved community leader interviews, household and transit rider surveys, public workshops, community outreach efforts with major employers and civic groups, ongoing meetings of the steering committee, updates to the TAC, and publication of a newsletter and website. The preliminary plan asserts a primary goal of doubling GTA's annual ridership to 4 million passengers over the next five years. Five emphasis areas emerged from the visioning process: the need for GTA to establish partnerships; the need for broader and more effective marketing and education; the need for various service improvements; the need for coordination with other transit operators in the region; and the need for improvements to technology use and transit facilities. Out of these emphasis areas, the preliminary plan has been divided into 6 elements: Service, Marketing, Security, Capital, Staffing, and Financial. Each element includes specific goals and recommendations for GTA to pursue in order to address the deficiencies and points of dissatisfaction identified through the visioning process.

Bill Ball advised that the second phase of Mobility Greensboro will consist of support for GTA's implementation of the final adopted plan. The implementation phase will involve integration with the City's comprehensive plan, establishing consistent design guidelines for rider facilities, establishing standards for providing technology to enhance ease of use for riders, increasing public outreach efforts, and support from the TAC, City Council and others.

Robbie Perkins suggested that a more effective approach to receiving support among the City Council would be to reformulate the plan to keep the proposed strategies within existing revenues, rather than the current proposal, in which expenditures would increase by over \$7 million by year 5, and would exceed even the additional revenue that could be generated by increasing the property tax rate to the maximum millage. The City Council needs to see a proposal that includes a list of essentials that fits within the available budget, accompanied by a prioritized list of optional enhancements from which to choose. Bill Ball replied that the proposal that has been developed is the result of the visioning process, in which the public and other participants were encouraged to describe their ideas for improving GTA, irrespective of cost. Presentations of the final proposal will include comparisons to current revenues and to potential future revenue levels, based on scenarios in which alternate revenue sources are available. We realize that without this type of critical financial analysis, the plan will not stand a good chance of being implemented.

## **2. LRTP Development Update**

Tyler Meyer advised that over the last several months, staff have been working on development of the 2030 Long Range Transportation Plan. Incorporated into this plan will be an update of the MPO's Thoroughfare Plan, as well as a Collector Street Plan and an inventory of transportation needs that may go unmet, given known levels of revenue. The first round of public involvement activities, including meetings, interviews, and surveys, will continue through December, 2003. The current round of public involvement has focused on gathering input on transportation topics of interest to members of the

general public, as well as their perceptions of the existing transportation system and ideas for future improvement needs. The second round of public meetings and interviews will take place in January and February, 2004, at which time sufficient analysis will have been completed to provide the public with an overview of what the transportation needs appear to be, from a technical perspective. By late spring of this year, a draft LRTP, including the Thoroughfare Plan, Collector Street Plan, and proposed investment strategy, will be ready to present to the public at the third round of public meetings. These meetings will be followed by a public hearing on the draft LRTP in August, 2004 and adoption of the finished LRTP by the TAC in September, 2004.

The technical work of developing the LRTP report involves analyzing various background information and data items. Key milestones in the analysis phase include an analysis of existing conditions in the MPO area, an assessment of current and future transportation needs, such as enhanced connectivity, and evaluation of the potential future effects on transportation conditions resulting from several different investment strategies, developed based on the public input received.

The next update on the LRTP will include a summary of the Round 1 public involvement results, an overview of the analysis of existing conditions, an overview of the preliminary needs assessment, and a preview of upcoming steps in the LRTP timeline.

### **3. 2006 – 2012 MTIP Development Update**

Jeff Sovich advised that although development of the 2004-2010 MTIP concluded just a few months ago, the two-year MTIP development cycle means that it is time to begin preparing the 2006-2012 MTIP. The process begins with identifying candidate projects for inclusion in the list of Priority Needs, which will include a TCC work session in early December as well as a public input meeting and comment period in January. The TAC will then have an opportunity to review the final draft Priority Needs List. In late February or March, 2004 MPO staff will meet with NCDOT for priority negotiation session, after which the TAC will then consider the final Priority Needs list for approval.

On November 7, NCDOT's Public Transportation Division held a transit TIP seminar. The purpose of the seminar was to inform MPO staff and transit operators of the proper formatting and required documentation for amendments to the 2004-2010 MTIP. Most of these procedures will remain the same for the 2006-2012 MTIP, but PTD also presented several proposed changes intended to streamline the TIP process and to make it more consistent with the procedures for the highway portion of the TIP. There were 3 main changes proposed: refining the definition of "Routine Capital" and the types of purchases that can be covered under that term; establishing a formal procedure for making administrative amendments for actions that are small enough in scale not to need approval by the TAC; and establishing the level of detail needed in documentation required for purchasing revenue vehicles. PTD has requested that MPOs and transit operators submit their comments on the proposed changes by November 21. MPO staff will be working with GTA to prepare and submit comments and will keep the TAC updated on the status of the proposed changes.

### **4. MPO Strategic Reports**

Tyler Meyer advised that an I-73/I-74 Corridor Association Road Rally was held in Greensboro last week. It was interesting to hear the differing levels of progress and importance of the corridor among the various states it passes through. The Association's goal is seeking to lobby for funding the accelerate completion of the corridor.

Mike Mills advised that along North Carolina's portion of the I-73/I-74 corridor, 9 of the 13 projects are either in progress or in development. This progress puts North Carolina years ahead of any other state. This corridor is without doubt the number one transportation priority for the state and for the Piedmont Triad Region.

Tyler Meyer advised that in the North Carolina General Assembly, several committees have been appointed that have been tasked with reviewing various issues related to transportation funding. Highway Trust Fund Study Committee, which has been assigned to review the adequacy of the revenues coming into the Highway Trust Fund, the validity of the stated purpose of the fund and related issues. Blue Ribbon Committee on Urban Transportation Needs, created as part of the NC Moving Ahead! legislation, to examine alternative funding mechanisms for urban transportation, as a counterpoint to the successes of the NC Moving Ahead! program. We will provide more information on the activities of these committees as it becomes available.

Tyler Meyer advised that there will be a public meeting on the Groometowne Road widening project on Thursday, November 20, in the recreation center at Oka T. Hester Park.

### **Other Items**

#### **1. TCC Member Report**

Kimberly Hinton advised that the NCDOT Statewide Planning Branch has changed its name to the Office of Transportation Planning.

The TCC adjourned at 11:22 p.m.